

In the Claims:

Please revise Claims 1–20 to read as follows:

1. (Currently Amended) A headrest cover for ~~whiplash protection of the head of a passenger in the seat having a headrest,~~ application to a vehicle headrest mounted to, and spaced above, the upper end of a vehicle seat and spaced slightly rearwardly of the normal position of the head of a seat occupant, to restrain said head from a sharp backward movement, and thereby to prevent a whiplash injury, in the event of a rear end impact to the vehicle, said the headrest cover comprising:

- (a) a sleeve configured to substantially encase the headrest;
- (b) a compartment associated with said sleeve, said compartment extending outwardly from a front surface of the headrest toward a region of the normal head position ~~the head of the passenger of the seat occupant;~~ and
- (c) at least one shock-absorbing cushion deployed within said compartment and configured to substantially fill a volume defined by said compartment such as to reduce the distance between said normal head position of the seat occupant with respect to the headrest, and to better absorb the shock applied to the head of the seat occupant in the event of a rear end impact to the vehicle.

2. (Original) The headrest cover of Claim 1, wherein said sleeve is configured from substantially flexible material.

3. (Original) The headrest cover of Claim 1, wherein said sleeve is configured from substantially rigid material.

4. (Currently Amended) The headrest cover of Claim 1, wherein said ~~compartment is permanently connected to said sleeve~~ at least one shock-absorbing

cushion is designed to restrain the head of the seat-occupant from a deceleration exceeding 80 G's for more than 3 ms continuous in the event of a rear-end impact to the vehicle at a velocity of 24.1 Km/hr.

5. (Original) The headrest cover of Claim 4, wherein said compartment is accessible from inside said sleeve.

6. (Original) The headrest cover of Claim 4, wherein said compartment is accessible from outside said sleeve.

7. (Original) The headrest cover of Claim 1, wherein said compartment is detachably connected to said sleeve.

8. (Original) The headrest cover of Claim 1, wherein said at least one shock-absorbing cushion is implemented as a plurality of shock-absorbing cushions.

9. (Original) The headrest cover of Claim 8, wherein at least one of said plurality of shock-absorbing cushions has shock-absorbing properties that are different from the others of said plurality of shock-absorbing cushions.

10. (Original) The headrest cover of Claim 8, wherein at least one of said plurality of shock-absorbing cushions has a shape that is different from the others of said plurality of shock-absorbing cushions so as to configure the overall shape of said plurality of shock-absorbing cushions to substantially fill a volume defined by said compartment.

11. (Original) The headrest cover of Claim 8, wherein said compartment is configured from resilient material so as to conform to an overall shape of said plurality of shock-absorbing cushions thereby accommodating a varying number said shock-

absorbing cushions, and said number of shock-absorbing cushions is varied to accommodate whiplash protection requirements of the passenger.

12. (Currently Amended) .A headrest cover for ~~whiplash protection of the head of a passenger in the seat having a headrest,~~ application to a vehicle headrest mounted to, and spaced above, the upper end of a vehicle seat and slightly rearwardly of the normal position of the head of a seat occupant, to restrain said head from a sharp backward movement, and thereby to prevent a whiplash injury, in the event of a rear end impact to the vehicle, said ~~the~~ headrest cover comprising:

- (a) a compartment extending outwardly from a front surface of the headrest toward the normal head position of the seat occupant;
- (b) an attachment system associated with said compartment, ~~said attachment~~ and system configured to attach said compartment to the headrest; and
- (c) a plurality of shock-absorbing cushions deployed within said compartment and configured to substantially fill a volume defined by said compartment such as to reduce the distance between said normal position of the seat occupant with respect to the headrest, and to better absorb the shock applied to the head of the occupant in the event of a rear end impact to the vehicle.

13. (Original) The headrest cover of Claim 12, wherein said attachment system is a sleeve configured to substantially encase the headrest.

14. (Original) The headrest cover of Claim 12, wherein said compartment is permanently connected to said attachment system.

15. (Original) The headrest cover of Claim 14, wherein said compartment is accessible from inside said attachment system.

16. (Original) The headrest cover of Claim 14, wherein said compartment is accessible from outside said attachment system.

17. (Currently Amended) .The headrest cover of Claim 12, wherein said ~~compartment is detachably connected to said attachment system~~plurality of shock-absorbing cushions are designed to restrain the head of the seat-occupant from a deceleration exceeding 80 G's for more 3 ms continuous in the event of a rear-end impact to the vehicle at a velocity 24.1 Km/hr.

18. (Original) The headrest cover of Claim 12, wherein at least one of said plurality of shock-absorbing cushions has shock-absorbing properties that are different from the others of said plurality of shock-absorbing cushions.

19. (Original) The headrest cover of Claim 18, wherein at least one of said plurality of shock-absorbing cushions has a shape that is different from the others of said plurality of shock-absorbing cushions so as to configure the overall shape of said plurality of shock-absorbing cushions to substantially fill a volume defined by said compartment.

20. (Original) The headrest cover of Claim 18, wherein said compartment is configured from resilient material so as to conform to an overall shape of said plurality of shock-absorbing cushions thereby accommodating a varying number said shock-absorbing cushions, and said number of shock-absorbing cushions is varied to accommodate whiplash protection requirements of the passenger.